

p: PILOT
d: DATA

FIG.2

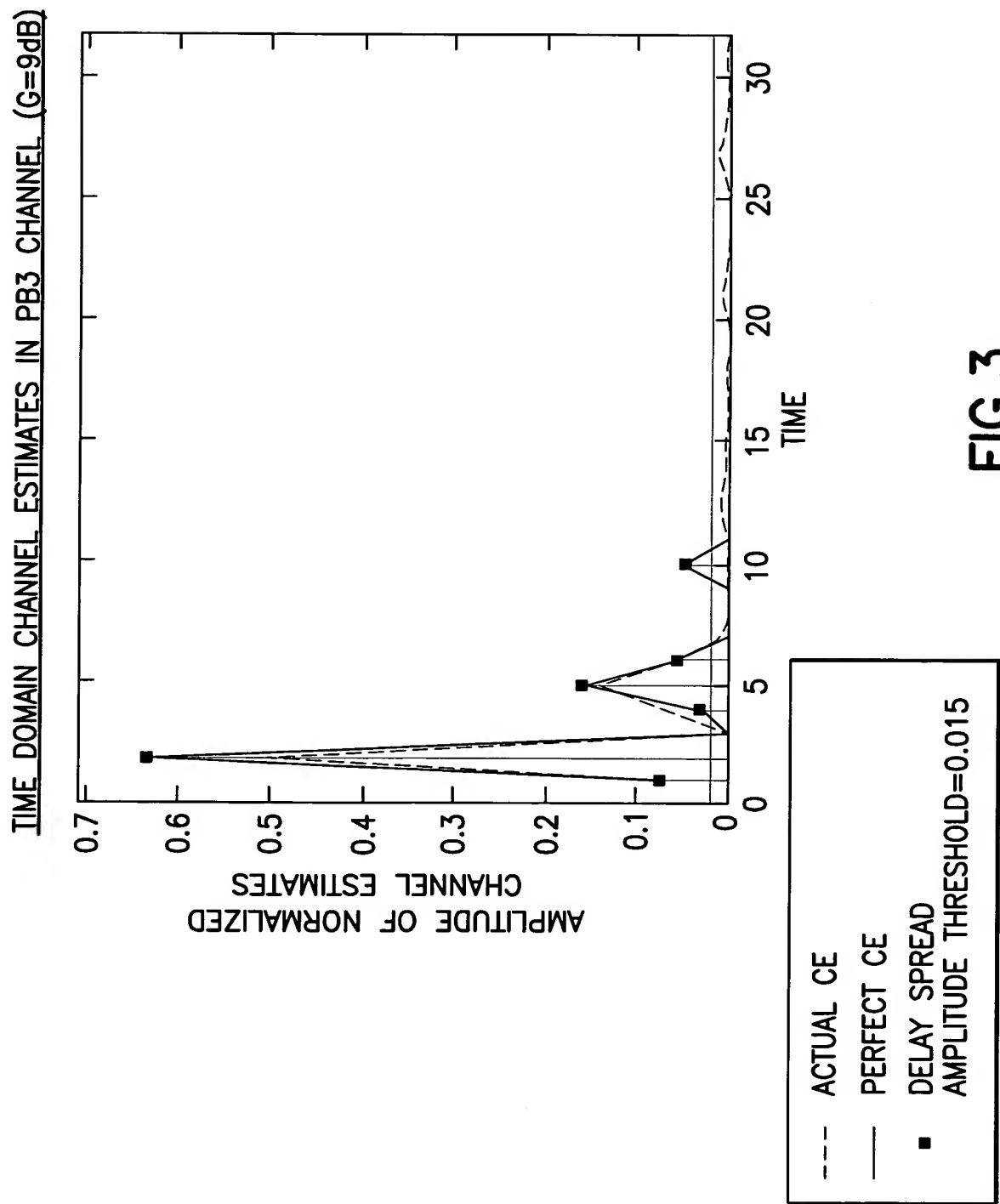


FIG.3

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ALTERNATIVE CE IN PB3 CHANNEL & QPSK

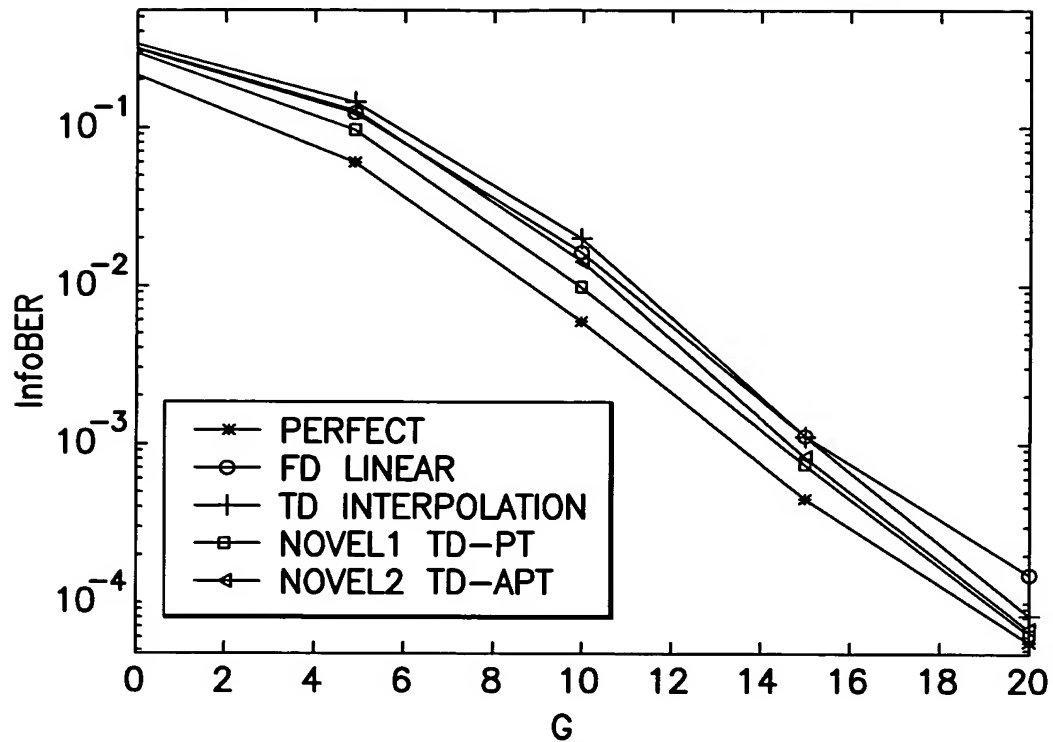


FIG.4A

ALTERNATIVE CE IN PB3 CHANNEL & QPSK

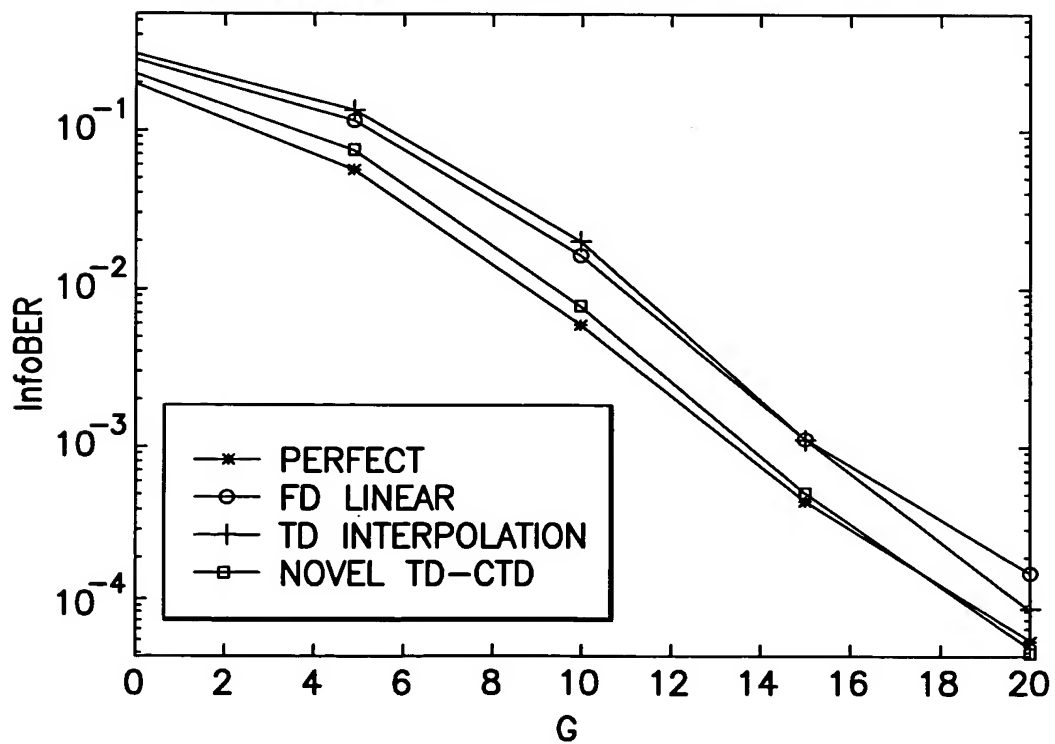


FIG.4B

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ALTERNATIVE CE IN PB3 CHANNEL & 16QAM

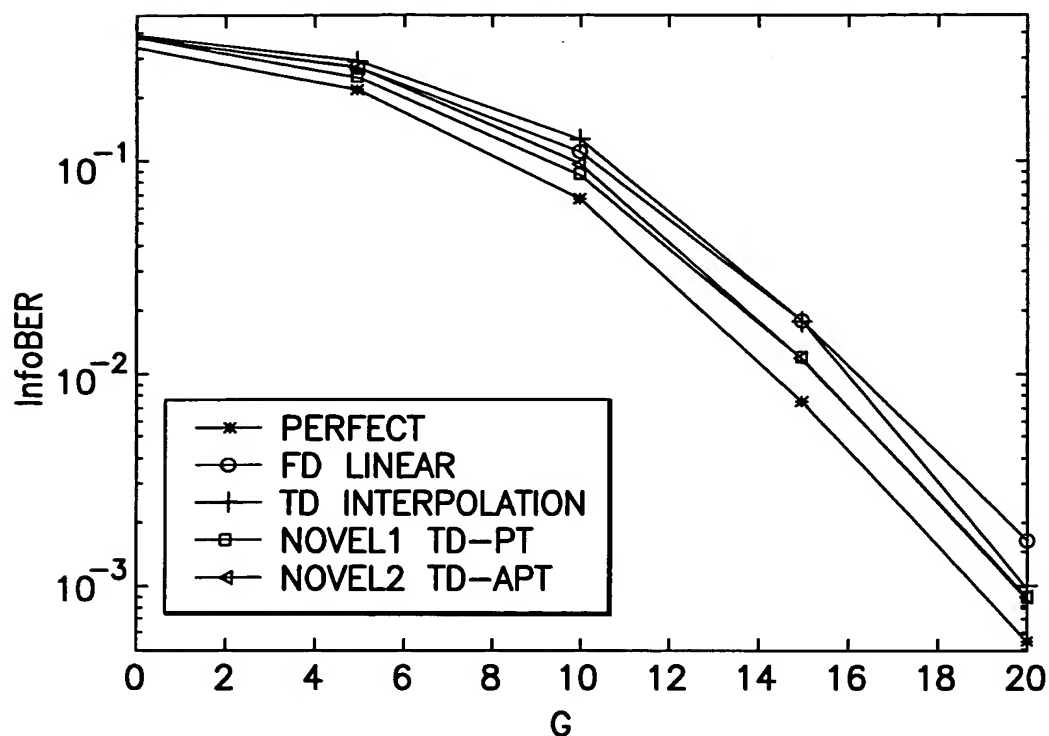


FIG.5A

ALTERNATIVE CE IN PB3 CHANNEL & 16QAM

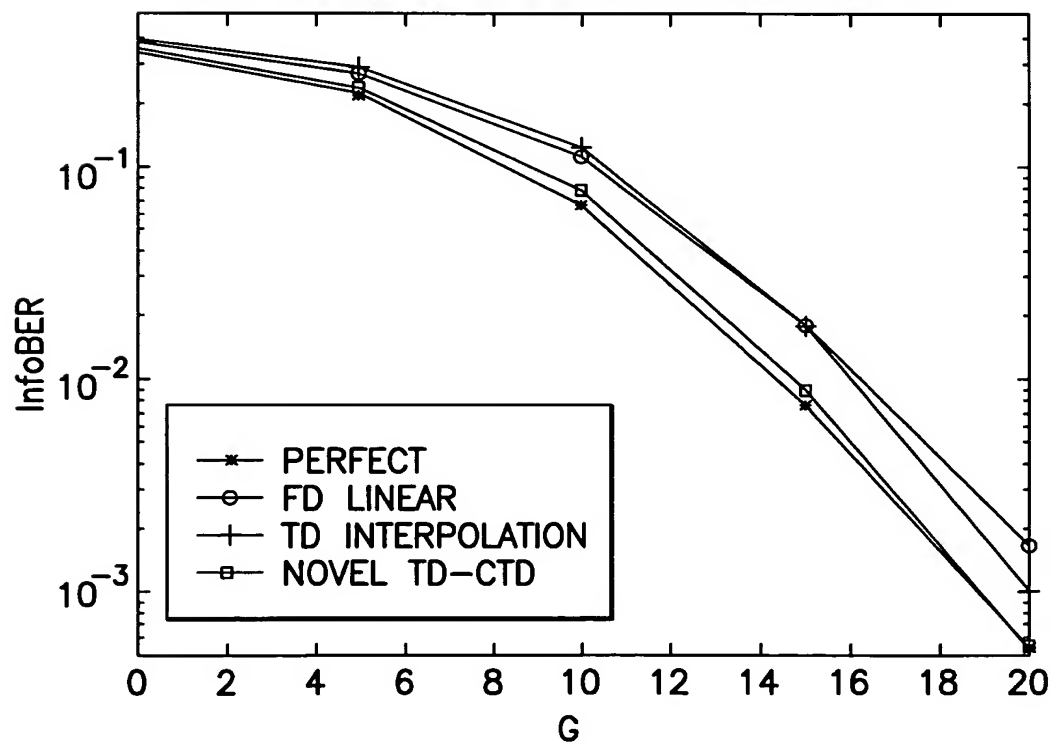


FIG.5B

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ALTERNATIVE CE IN VA120 CHANNEL & QPSK

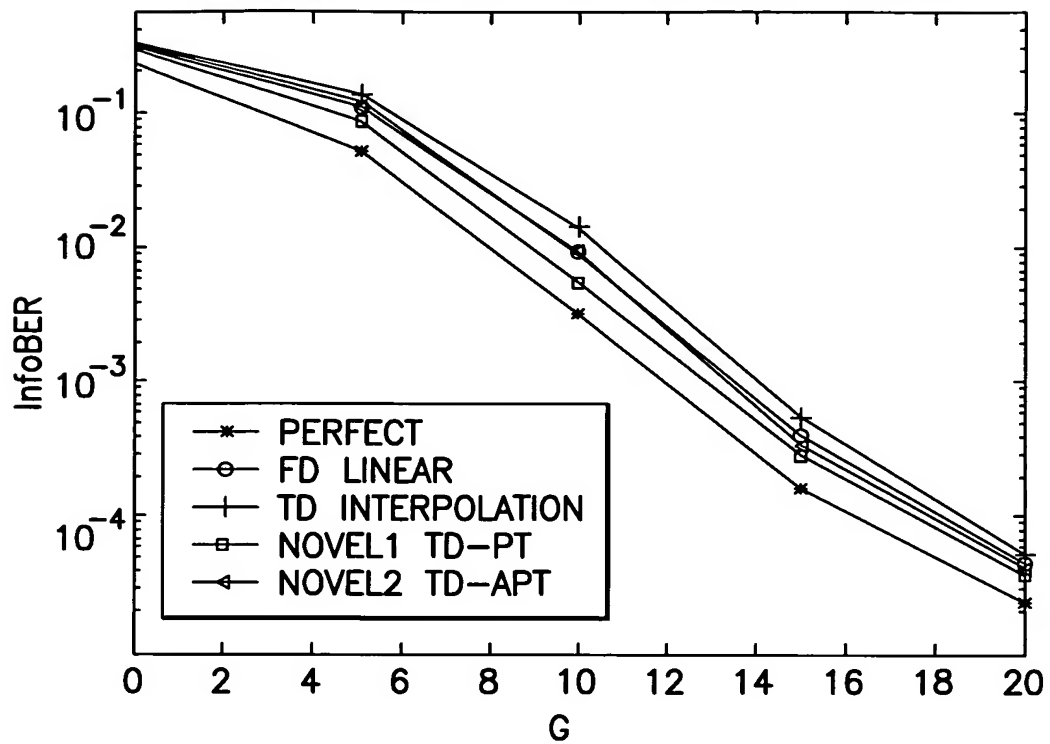


FIG.6A

ALTERNATIVE CE IN VA120 CHANNEL & QPSK

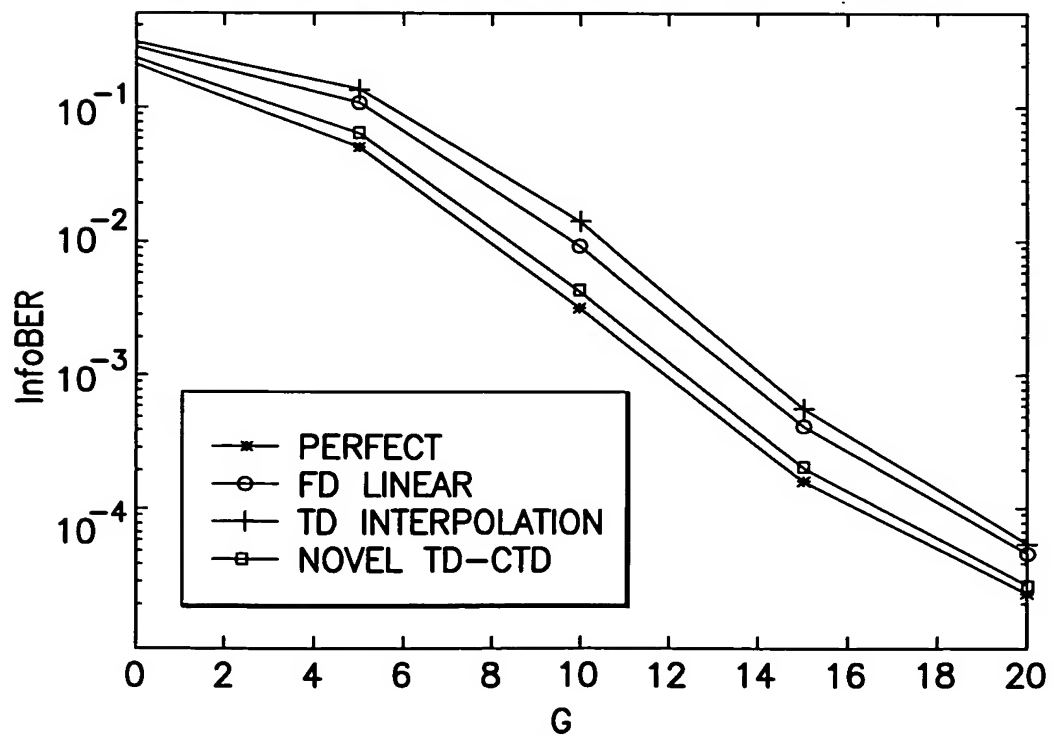


FIG.6B

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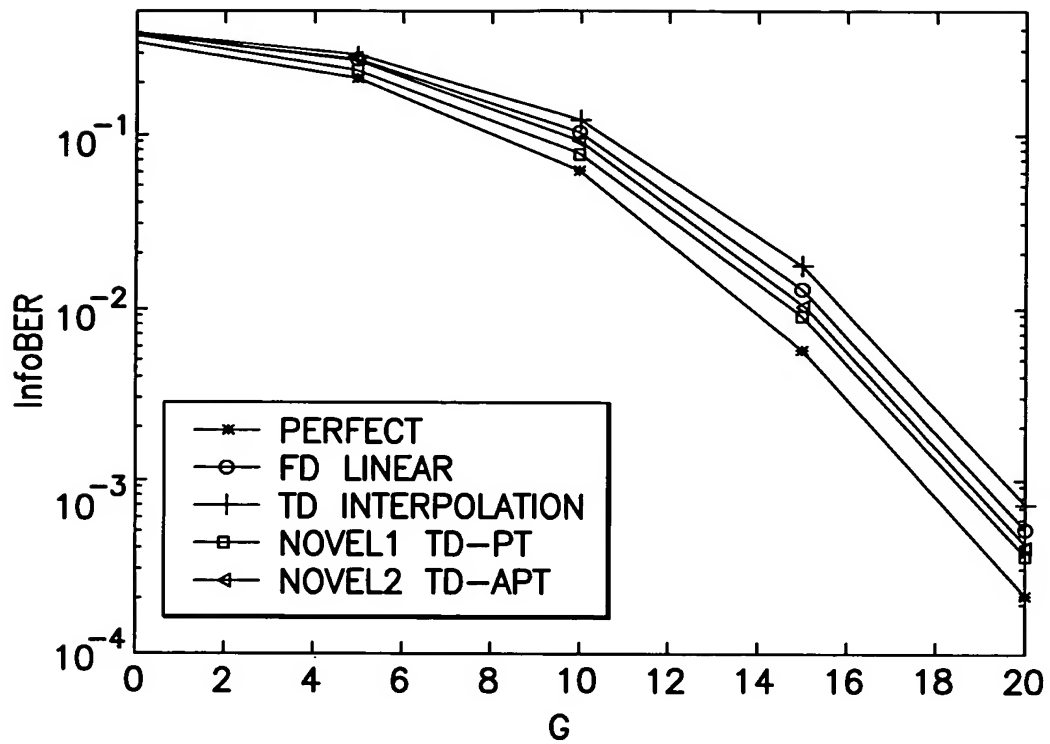


FIG.7A

ALTERNATIVE CE IN VA120 CHANNEL & 16QAM

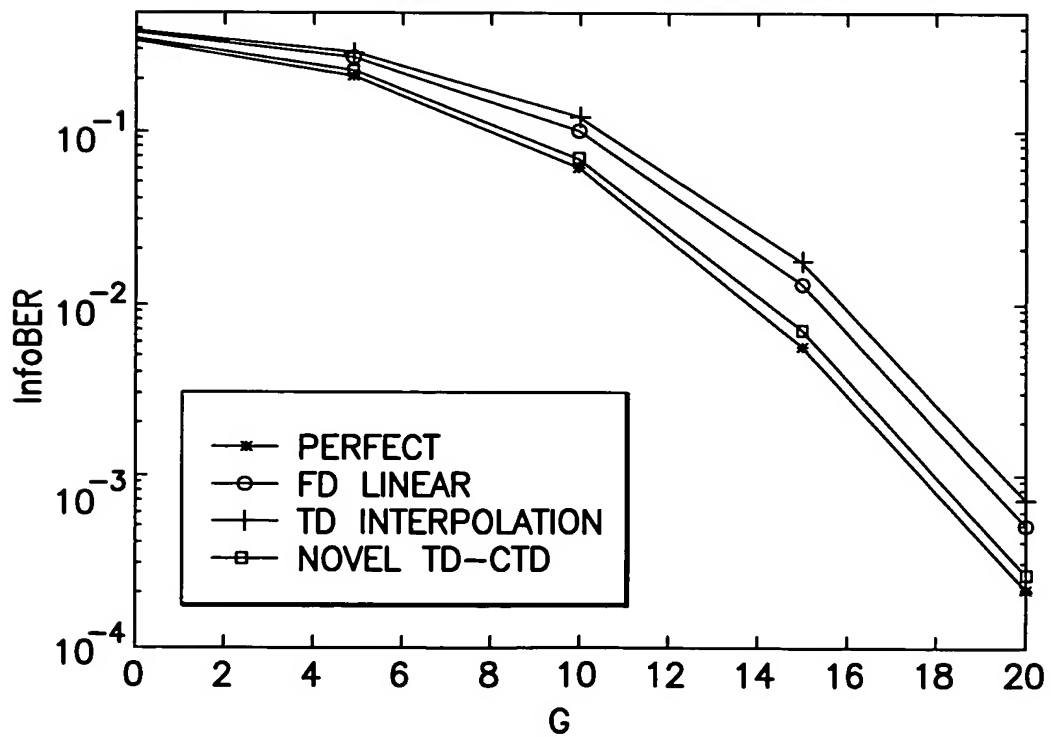


FIG.7B

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ALTERNATIVE CE IN PB3 CHANNEL & QPSK

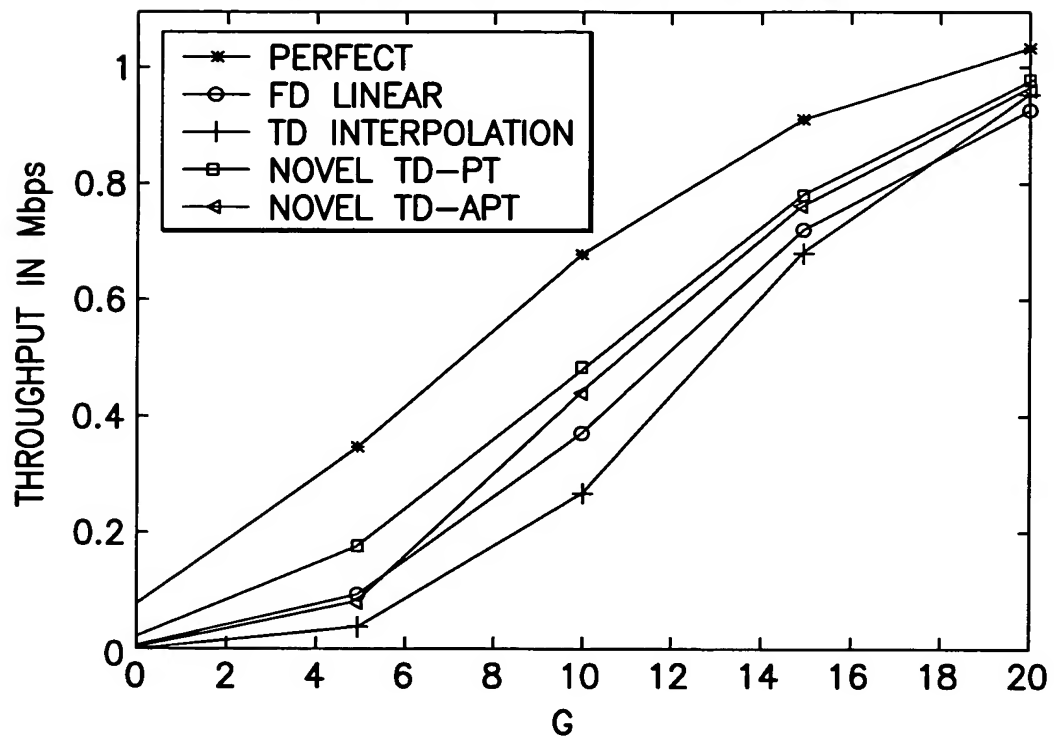


FIG.8A

ALTERNATIVE CE IN PB3 CHANNEL & QPSK

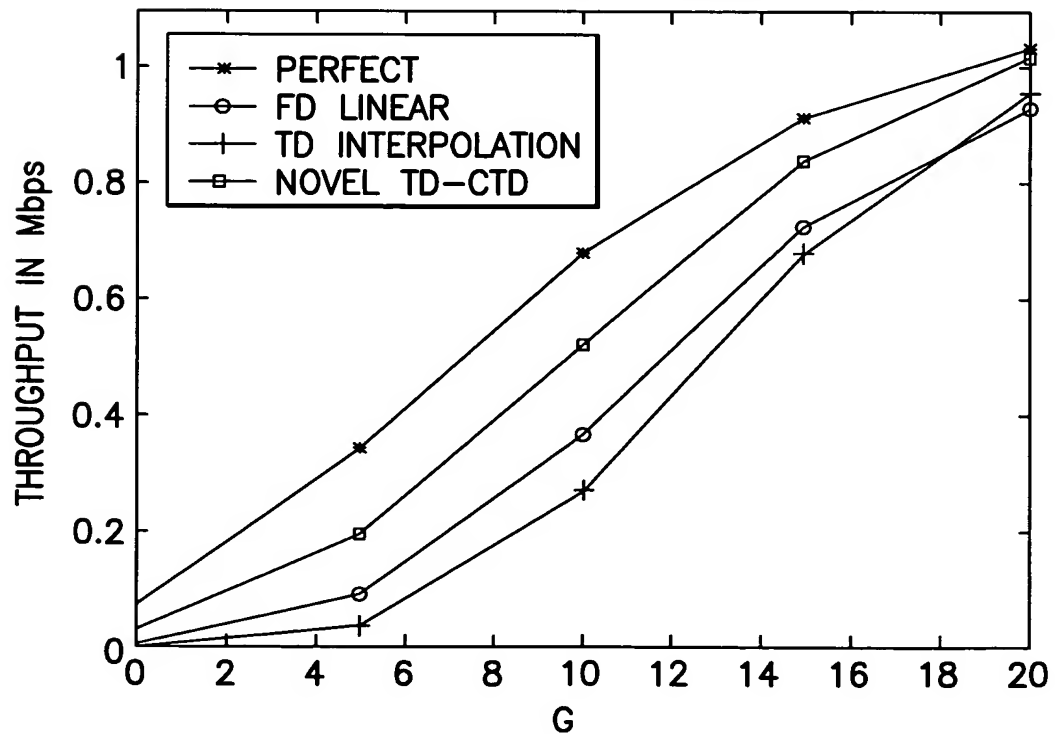


FIG.8B

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ALTERNATIVE CE IN PB3 CHANNEL & 16QAM

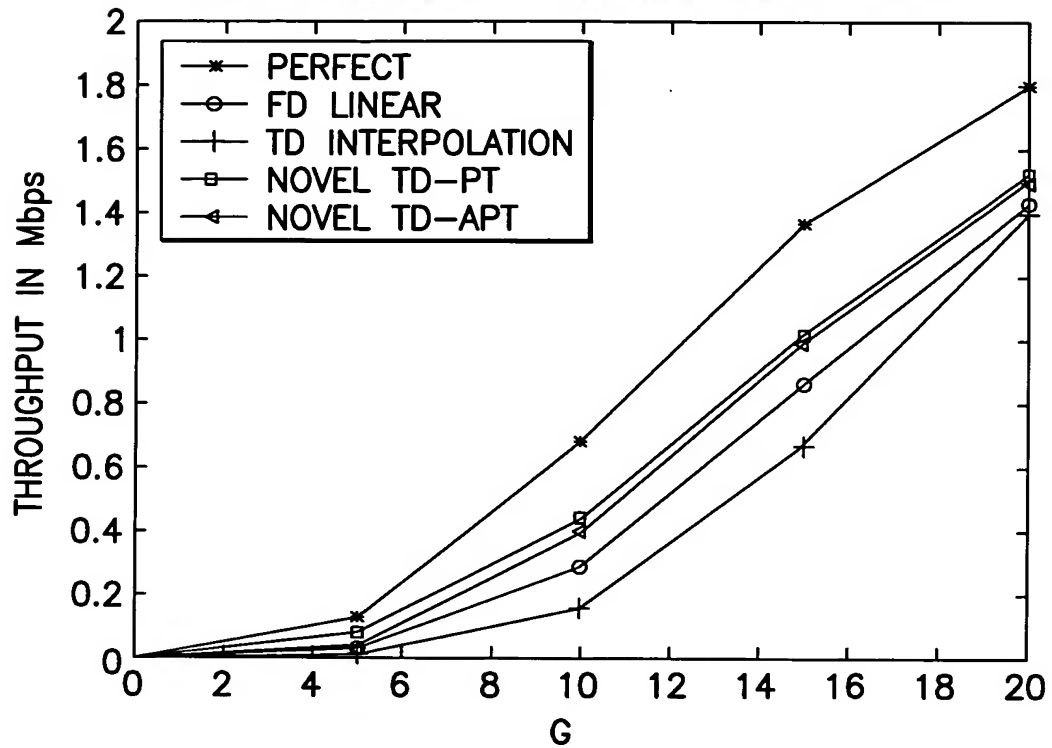


FIG.9A

ALTERNATIVE CE IN PB3 CHANNEL & 16QAM

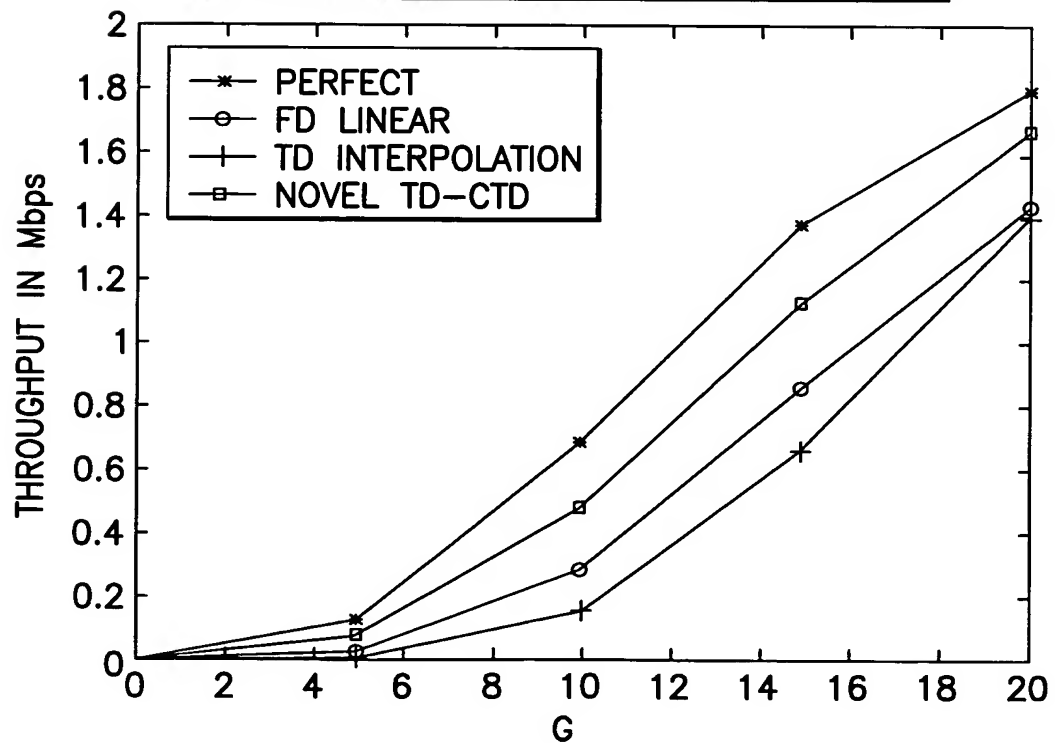


FIG.9B

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ALTERNATIVE CE IN VA120 CHANNEL & QPSK

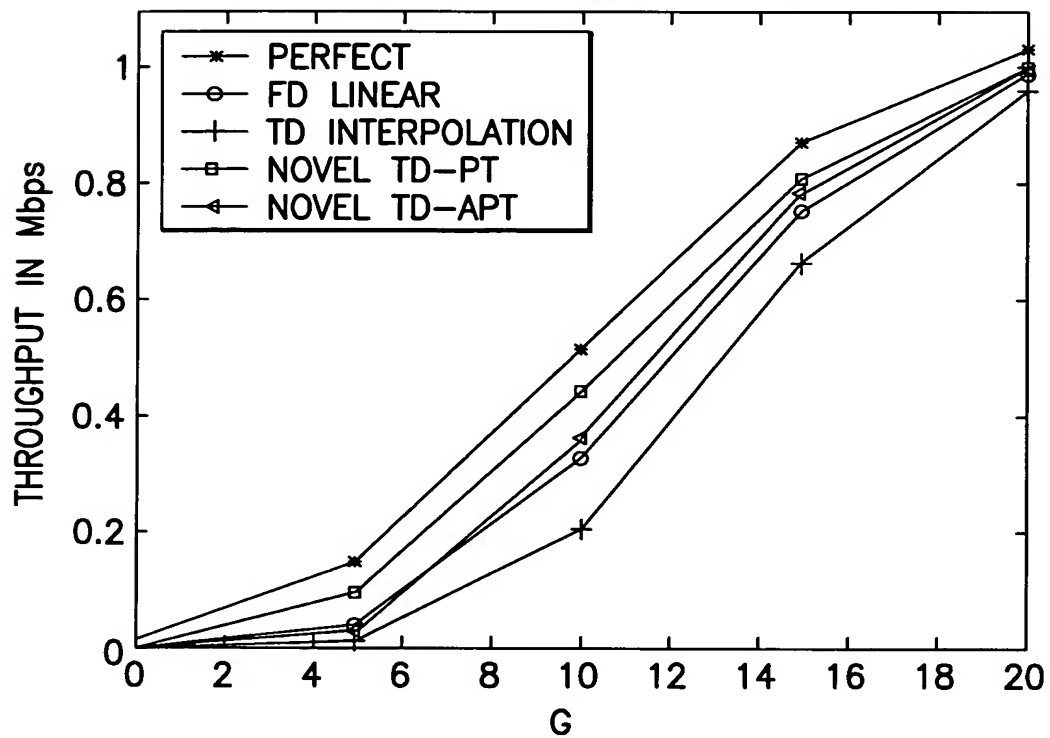


FIG.10A

ALTERNATIVE CE IN VA120 CHANNEL & QPSK

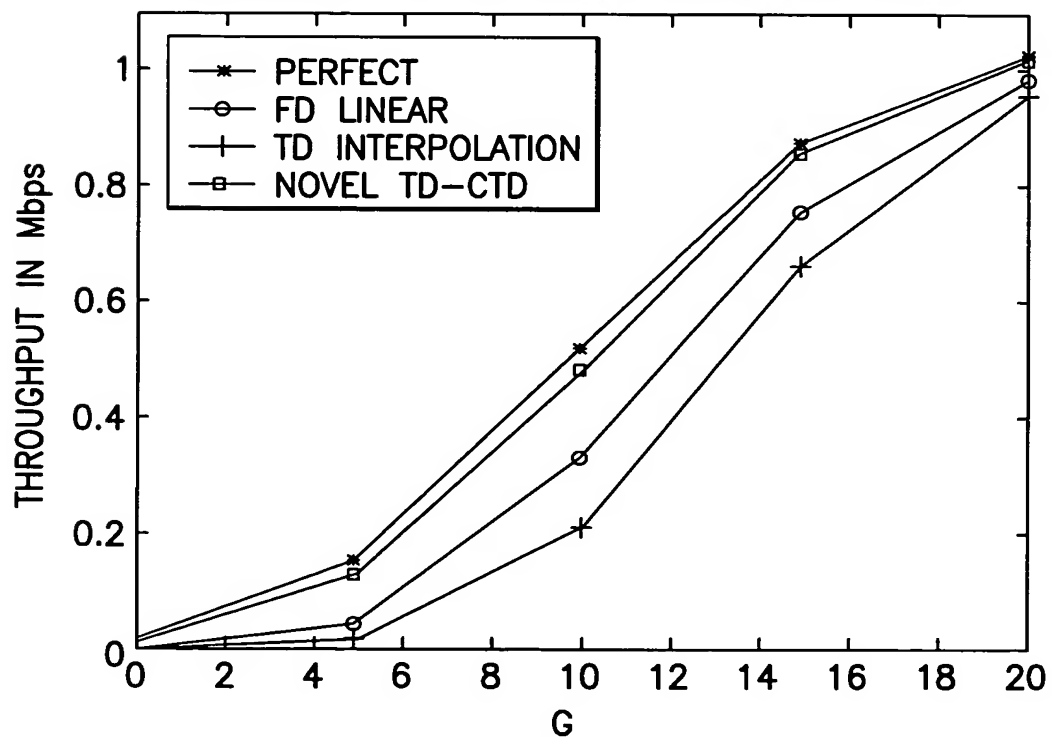


FIG.10B

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ALTERNATIVE CE IN VA120 CHANNEL & 16QAM

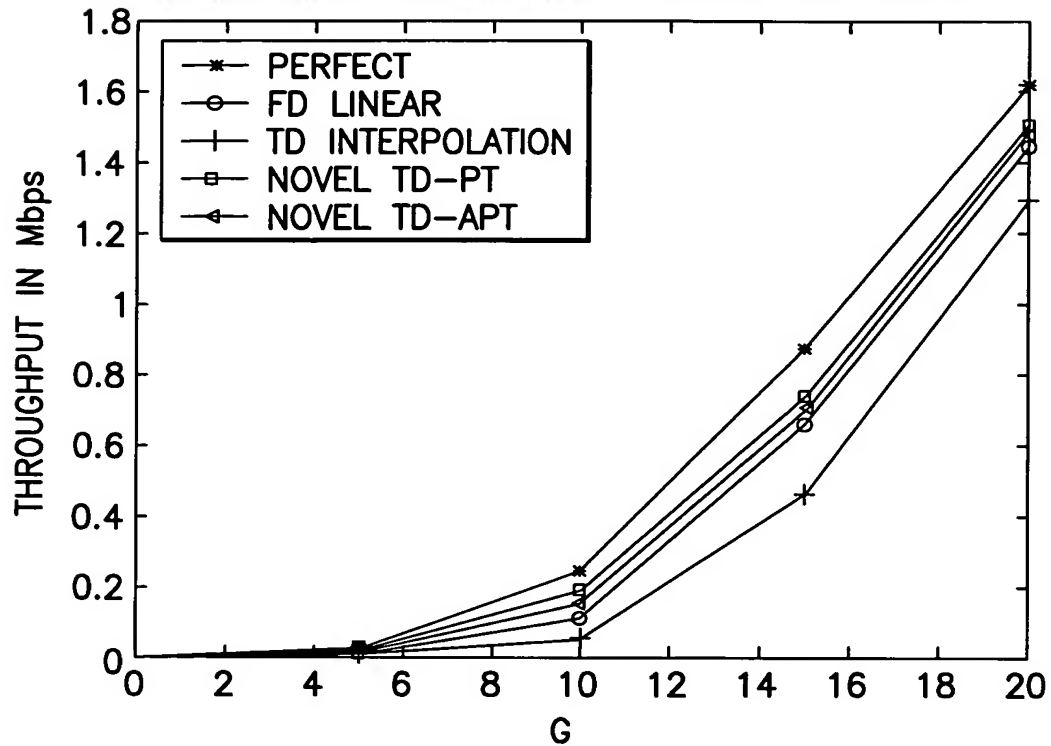


FIG.1 1A

ALTERNATIVE CE IN VA120 CHANNEL & 16QAM

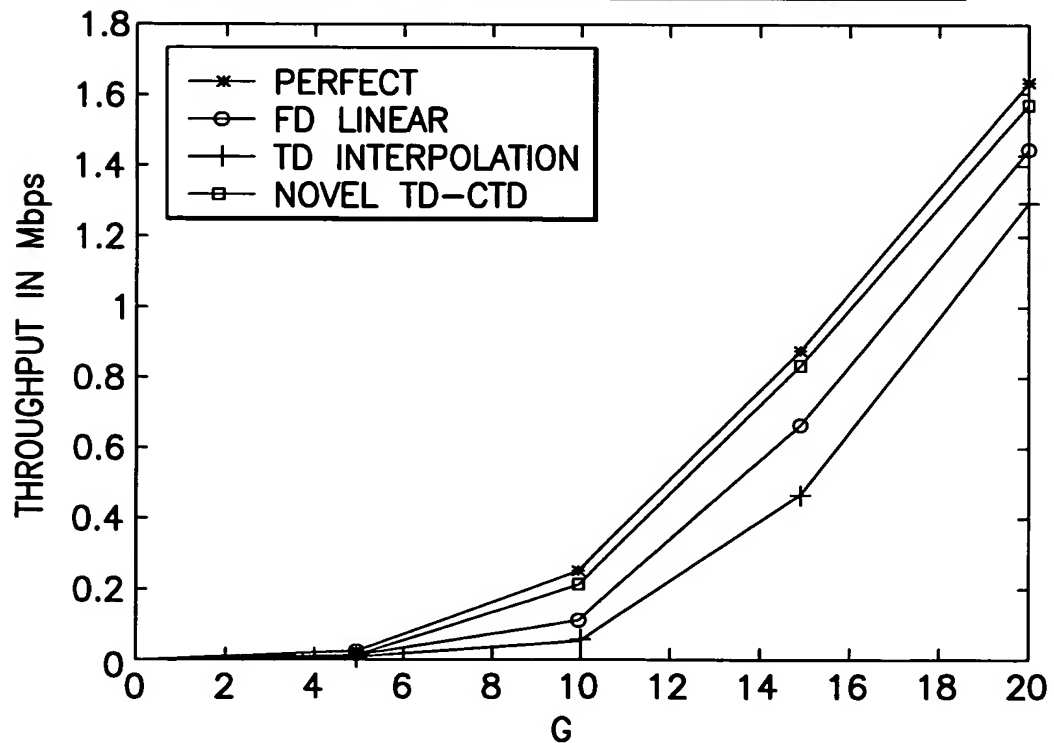


FIG.1 1B

TABLE 2

	PB3		VA120	
	QPSK	16QAM	QPSK	16QAM
TD-PT	0.5 dB	1.0 dB	1.4 dB	1.0 dB
TD-APT	1.5 dB	1.0 dB	0.0 dB	0.5 dB
TD-DS	2.2 dB	1.2 dB	2.0 dB	1.5 dB

FIG.12

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TABLE 3

	PB3		VA120	
	QPSK	16QAM	QPSK	16QAM
TD-PT	30.7%	53.0%	34.2%	70.8%
TD-AT	18.4%	38.3%	9.6%	41.0%
TD-DS	40.9%	68.1%	45.1%	92.0%

FIG.13